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1. Location:

The plant was under construction about 500 feet from the eastern outskirts of MINSK (53°50'N/27°35'E) (see Annex). Several telephone and high-tension cables were on both sides of the highway leading to MOGILEV (53°54'N/30°21'E). In the northwest corner was a cable distribution box. An overhead system with several lines led from the cable distribution box towards MOGILEV.

2. Plant history:

Construction started in March 1948, to be completed by the end of 1950. Part of the plant was temporarily in the MINSK Automobile Plant. Production had begun on the bicycle plant and was in full swing by July 1949. The existing machine installation originated from the dismantled German "Brennabor" Bicycle Plant in BRANDENBURG on the Havel River (N 53/Z 25). The automatic machines originated from the Index, Skoda, Hasse and Wrede Plants.

3. plant area: 1,300 x 820 feet.

4. Traffic facilities: Spur tracks did not exist. A railroad embankment was under construction (see Annex).

5. ^{work} Work force:

Thirty PWs were employed as experts in the plant. They temporarily worked in the MINSK Automobile Plant. Fifty Soviet convicts and 250 Soviet civilian workmen were assigned to construction work.

6. Plant installations (The following enumerations correspond to the numbers on the sketch).

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Installations recorded:

- (1) Administration building, completed four-story building, 160 x 30 x 50 feet.
- (2) Old workshop, brickwork building, 160 x 100 x 30 feet, welding of bicycle frames.
- (2a) Old workshop, brickwork building, 160 x 100 x 30 feet; carpentry; temporary assembly of bicycles and parking shop.
- (3) Transformer station: Two German transformers were installed in the fall of 1948.
- (4) Apprentices' home; three-story building under construction; 100 x 50 x 30 feet.
- (5a) Administration and plant office, three-story building; 400 x 65 x 30 feet.
- (5b) Pressing department
- (5c) Galvanic department
- (5d) Mechanical department
- (5e) Assembly shop, 330 x 26 x 30 feet.

Production:

Sockets for the assembly of frames, free wheel hubs, front wheel and tread crank axles, all punched parts for the saddle, the saddle springs, chain wheels and all screws; the mechanical treatment of the tread crank was also done in this shop.

Building No 5 was completed in rough brickwork. The installation of machine tools was soon to be started. The four sections were each covered with a glass roof.

- (6) Surveyed area for additional plant projects.
- (7) Railroad embankment under construction
- (8) Workers' settlement of the bicycle plant; partly completed.

- 7. Raw materials and power The raw materials came from Germany and the Soviet Union. Power was supplied by the MINSK Power plant No II.

8. Production

a. Bicycle model: The plant-produced model was somewhat different from the Brennabor model. It was sturdier in appearance and was said to be adapted to Russian conditions. Several thousand torpedo free wheel hubs came from Germany early in 1948. These supplies were sufficient until the fall of 1948. Since then torpedo free wheel hubs were reproduced in a simpler design. Production served exclusively for the supply of the Red Army.

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b. Production amount: A daily output of a hundred bicycles was planned; about 80 percent of this schedule was reached in December 1948.

9. Fire department: Still under construction; only hand-extinguishing apparatuses existed for the time being.
10. No air raid protection.

Comment: The plant was confirmed by four other sources, 3 of whom also confirmed that the plant installation originated from the Brennabor Plant in BRANDENBURG on the Havel River. One source (observation: 1947 to 1948) indicated the following production figures:

May 1947: 700 bicycles
1948: 7,000 bicycles (according to the annual schedule)
1949: 50,000 bicycles (according to the annual schedule)

1 Annex: MINSK Bicycle Plant.

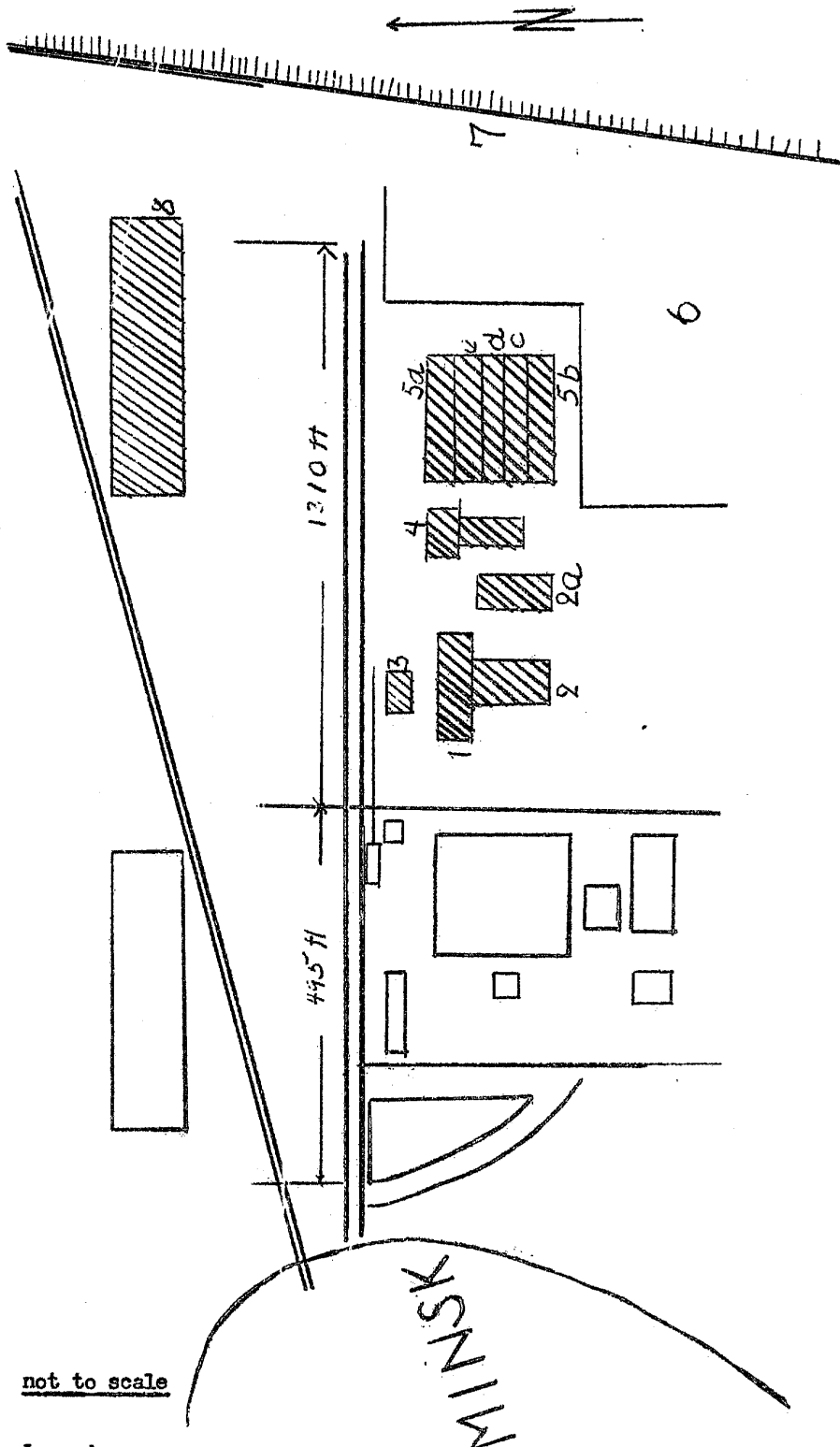
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Annex

Bicycle Plant at Minsk



not to scale

Legend:

- | | |
|-------------------------------------|--|
| 1. Administration Building | 5c. Galvanic department |
| 2. Old workshop | 5d. Mechanical department |
| 2a. Old workshop | 5e. Assembly shop |
| 3. Transformer station | 6. Surveyed area for additional plant projects |
| 4. Apprentices' home | 7. Railroad embankment under construction |
| 5a. Administration and plant office | 8. Workers' settlement of the bicycle plant |
| 5b. Pressing department | |